

Shipping.

Hongkong, December 17, 1988.

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rate system, sanction for the erection of verandahs will be withheld, and when he is accused of this attempted intimidation he tells the Board that he never had power as Sanitary Surveyor to grant or refuse permission for verandahs. Then what right had Inspector of Buildings Cooper to interfere with citizens?

drain, and why did Sanitary Surveyors say that Cooper allow such an interference? If he denies the Board the right to control his actions as Inspector of Buildings, he must also see that these actions do not clash with his functions as Sanitary Surveyor. To use his power in the former capacity as a threat to coerce those he had to deal with in the latter, and then to justify them and tell the Board that it had no control over him, was little short of impudence. Into the other and more technical cases we do not wish to go. Mr. Cooper said: "We do not

But with the charge that Mr Cooper had attempted to force the adoption of the separate system, we have more concern.

this is a purely public matter. In Mr. Cooper's reply to Messrs Danby & Leigh's first letter, he says — "I have not, to the best of my knowledge and belief, in a single instance, allowed myself, to be influenced, in carrying out the duties entrusted to me by the Board, by the separate system of drainage now under the consideration of the Government. Mr. Leigh was fortunately able to refute Mr. Cooper's memory and to produce documentary proof of at least one instance in which Mr. Cooper's zeal for the separate system had outrun his discretion. On the 19th March last year,

Mr Cooper wrote to Messrs Danby and Leigh as follows:— "It being the intention of the Government to adopt the Separate System of Drainage in this city, I ask your assistance in reference to these proposed buildings to consider the following amendments to the drainage system as shown on your plans. Then follows a long list of the amendments, and Stilled, although he is in wriggling, Mr Cooper found it impossible to give this letter any other meaning than what it bears on the face of it—a direct intimation that the separate system was to be confirmed."

then and there. We have no doubt when he wrote that letter he was under the impression that, having persuaded the Governor to accept his system, the thing was as good as settled, and that it did not matter a straw what the Legislative Council or the residents might think of the scheme. Since then he has been somewhat undeceived, and we have no doubt Mr Cooper

is now sorry for having so clearly showed his hand. But, although he does not seek to diminish the significance of the letter, he tries to avoid responsibility to the Board by saying—in his rejoinder to Messrs Danby and Leigh's last communication—that on the date on which it was written, 19th March, he did not hold the appointment of Sanitary Surveyor to the Sanitary Board. That is technically correct, for the present Board was not then in existence, but unfor-

tunately for Mr. Cooper there is a second letter dated 24th July—at which time, Mr. Cooper was Sanitary Surveyor—in which he refers to the 19th March letter and says that if the requirements in respect of drainage be forth there are not complied with, i. e. if the private drains are not made to conform to the separate system, then certain privileges will be lost. These two letters fairly expose Mr. Cooper's way of working, and he has only made his position worse by his attempts to shift responsibility for them.

Just one other matter, and we have done with this shilly-shally official, who has only too well learned his lesson from the former head of the P. W. D. Two or three months ago several cases against contractors were heard in the Police Court, the charge against them being the breaking open of a public road in order

to connect a house drain with the public sewer. The drains had been duly approved of by Mr Cooper as Sanitary Surveyor, but Mr Cooper, Assistant Surveyor General, was not satisfied with this, maintaining that permission to connect the drains must be obtained from him. The Magistrate, however, decided otherwise. His Worship said—"I think it is quite clear in this case from the express words of section 52 of Ordinance 24 of 1887 that the Sanitary Board have full power to authorise any private person to connect with a public sewer by means of a proper drain, trapped and ventilated to the satisfaction of the Board, and if this power is expressly given to the Board by ordinance, of course that must include power to the private person to do all that is necessary to connect with the public sewer, and to dig a trench if necessary in the public road, so long as the trench and all arrangements for connecting with the sewer are made in a proper and reasonable manner. The day after this decision Mr Cooper sent notice to

that unless certain alterations are made in private drains to accord with the separate system, sanction for the erection of verandahs will be withheld, and when he is accused of this attempted intimidation, he tells the Board that he never had had power as Sanitary Surveyor to grant or refuse permission for verandahs. Thus what might had Inspector of Buildings Cooper to interfere with private drains, and why did Sanitary Surveyor Cooper allow such an interference? If he denies the Board the right to control his actions as Inspector of Buildings, he must see that these actions do not clash with his functions as Sanitary Surveyor. To use his power in the former capacity as a threat to coerce those he had to deal with in the latter, and then to justify them and tell the Board that it had no control over him, was little short of impudence. Into the other and more technical cases we do not wish to go. Mr. Cooper

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Just one other matter, and we have done with this shilly-shally official, who has only too well learned his lesson from the former head of the P. W. D. Two or three months ago several cases against contractors were heard in the Police Court, the charge against them being the breaking open of a public road in order

to connect a house drain with the public sewer. The drains had been duly approved of by Mr Cooper as Sanitary Surveyor, but Mr Cooper, Assistant Surveyor General, was not satisfied with this, maintaining that permission to connect the drains must be obtained from him. The Magistrate, however, decided otherwise. His Worship said—"I think it is quite clear in this case from the express words of section 52 of Ordinance 24 of 1887 that the Sanitary Board have full power to authorise any private person to connect with a public sewer by means of a proper drain, trapped and ventilated to the satisfaction of the Board, and if this power is expressly given to the Board by ordinance, of course that must include power to the private person to do all that is necessary to connect with the public sewer, and to dig a trench if necessary in the public road, so long as the trench and all arrangements for connecting with the sewer are made in a proper and reasonable manner. The day after this decision Mr Cooper sent notice to

FOR MEDICINAL and TOILET USE
Guaranteed to be made from absolutely

They act as a mild stimulant, as well as a depurative and disinfectant; readily absorb

Strong Medicine,
In Single Tablet Boxes.

Rose Colour, guaranteed to contain 10% of Pure Carbolic Acid.

TRANSPARENT, guaranteed to contain
100% of Pure Carbohc Acid.
Price 55 Cents per Box. 5 Boxes \$2.75

It is nevertheless perfectly harmless, and may be used without the least fear.

Have attained a reputation in the Far

all who use them.

Watson's Pure Opague Toilet

Price: (Doseage) — Each Tablet, 50¢

ATKINSON'S, CALVERT'S,
COLGATE'S, LUBIN'S.

7:50 p.m.

meeting of the Sanitary Board. Even the

more damaging than Mr. Leigh

Mayor General, 'now' Inspector of Buildings

that unless certain alterations are made in private drains to accord with the separate system, sanction for the erection of verandahs will be withheld, and when he is accused of this attempted intimidation, he tells the Board that he never had power as Sanitary Surveyor to grant or refuse permission for verandahs. Then what right had Inspector of Buildings Cooper to interfere with private drains, and why did Sanitary Surveyor Cooper allow such an interference? If he denies the Board the right to control his actions as Inspector of Buildings, he must see that these actions do not clash with his functions as Sanitary Surveyor. To use his power in the former capacity as a threat to coerce those who had to deal with him in the latter, and then to jauntily turn and tell the Board that it had no control over him, was little short of impudence. Into the other and more technical cases we do not wish to go. Mr Cooper may be right in thinking that a 3-inch pipe is sufficient where Mr Leigh thinks a 12" pipe ought to be. But Mr Leigh has certainly had more experience of drainage in the Colony than Mr Cooper, and we cannot think he would willingly put his clients to the expense of a large pipe when a small one would suffice. We had quite recently a rather alarming demonstration of what a tropical rain-storm is, and we can sympathise with Mr Leigh in his endeavour to safeguard his clients from the disaster that befel many households in the month of May. At any rate the subject was a fit one to refer to the Board. But with the charge that Mr Cooper has attempted to force the adoption of the separate system, we have more concern, as this is a purely public matter. In Mr Cooper's reply to Messrs Danby & Leigh's first letter, he says:—"I have not, to the best of my knowledge and belief, in a single instance, allowed myself to be influenced, in carrying out the duties entrusted to me by the Board, by the separate system of drainage now under the consideration of the Government." Mr Leigh was fortunately able to refresh Mr Cooper's memory and to produce documentary proof of at least one instance in which Mr Cooper's zeal for the separate system had outrun his discretion. On the 19th March last year, Mr Cooper wrote to Messrs Danby and Leigh as follows:—"It being the intention of the Government to adopt the Separate System of Drainage in this city, I ask you in reference to these proposed buildings to consider the following amendments to the drainage system as shown on your plans." Then follows a long list of the amendments. Skilled although he is in wriggling, Mr Cooper found it impossible to give this letter any other meaning than what it bears on the face of it—a direct intimation that the separate system was to be enforced then and there. We have no doubt when he wrote that letter he was under the impression that, having persuaded the Governor to accept his system, the thing was as good as settled, and that it did not matter a straw what the Legislative Council or the residents might think of the scheme. Since then he has been somewhat undeceived, and we have no doubt Mr Cooper is now sorry for having so clearly aroused his head. But, although he does not seek to diminish the significance of the letter, he tries to avoid responsibility to the Board by saying—in his rejoinder to Messrs Danby and Leigh's last communication—that on the date on which it was written, 19th March, he did not hold the appointment of Sanitary Surveyor to the Sanitary Board. That is technically correct, for the present Board was not then in existence, but unfortunately for Mr Cooper there is a second letter dated 24th July—at which time, Mr Cooper was Sanitary Surveyor—in which he refers to the 19th March letter and says that if the requirements in respect of drainage set forth therein are not complied with, i.e. if the private drains are not made to conform to the separate system, then certain privileges will be lost. These two letters fairly expose Mr Cooper's way of working, and he has only made his position worse by his attempt to shirk responsibility for them.

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On demand,	72 1/2
30 days sight, private,	73 1/2
60 days sight, private,	83.90
90 days sight, private,	84.39

Married; 22. - Rochester Budy. L.

Field work, 1941-42	33.90
Travel, 1941-42	2.39

Mails.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP
COMPANY.THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND THROUGH
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *UITY OF SYDNEY* will be despatched for San Francisco, via Amoy, Kobe and Yokohama, on SATURDAY, the 12th inst., at 4 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco ... \$225.00
To San Francisco and return, ... 393.75
To Liverpool ... 325.00
To London ... 330.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same to be required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, October 10, 1889. 1824

NOTICE.

COMPAGNIE DES MESSEAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,
PORT SAID,MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;ALSO,
LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 16th October, 1889, at Noon, the Company's S.S. *CALÉDONIEN*, Commandant DE MAUSSE, with MAITS, PASSENGERS, SPEOPLE, and CARGO, will leave this Port for the above places.

Cargo and Speople will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Speople until 3 p.m. on the 16th October, 1889. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, September 27, 1889. 1870

Occidental & Oriental Steam-
Ship Company.TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIATHE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE Steamship *OCEANIC* will be despatched for San Francisco, via Yokohama, on THURSDAY, the 17th October, at 1 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:—
To San Francisco ... \$225.00
To San Francisco and return, ... 393.75
To Liverpool ... 325.00
To London ... 330.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, September 28, 1889. 1869

Vessels Advertised as Loading.

Destination.	Vessel.	Agents.	Date of Leaving.
Bremen, v. Singapore.	Norddeutscher Lloyd.	Norddeutscher Lloyd.	Oct. 27, at 10 a.m.
London.	Ningchow (s).	Arnhold, Karberg & Co.	About October 14.
London.	Bombay (s).	P. & O. S. N. Co.	October 15.
Manila, via Amoy.	Manila (s).	Russell & Co.	Oct. 12, at 4 p.m.
Manila.	Manila (s).	Jardine, Matheson & Co.	Oct. 14, at 3 p.m.
Manila, v. Saigon.	Oleedon (s).	Measurers Maritime Co.	Oct. 15, at noon.
New York.	Robert S. Bernard.	Russell & Co.	Quick despatch.
S. Francisco, v. Japan.	Oceanic (s).	Pacific Mail S. S. Co.	Oct. 12, at 4 p.m.
S. Francisco, v. Japan.	Harvest Queen.	O. & O. S. N. Co.	Oct. 17, at 1 p.m.
Shanghai, via Amoy.	Agamemnon (s).	Russell & Co.	Quick despatch.
Shanghai, v. Amoy.	Palman (s).	Adamson, Bell & Co.	October 14.
Singapore, Batavia, &c.	Genpara (s).	Jardine, Matheson & Co.	Oct. 14, at 4 p.m.
S'pore, Haere & H'burg.	Niebo (s).	Stemson & Co.	Oct. 15, at 10 a.m.
S'pore, Penang & O'ta.	Wingsang (s).	Jardine, Matheson & Co.	Oct. 16, at 3 p.m.
S'pore, Penang & O'ta.	Arratoon Apas (s).	D. Saseon, Sons & Co.	Oct. 19, at noon.
S'pore, Amoy & T'ung.	Hailong (s).	Douglas, Lloyd & Co.	Oct. 13, daylight.
Tientsin, via Swatow.	Yuenang (s).	Jardine, Matheson & Co.	Oct. 13, daylight.
Vancouver (B.C.), &c.	Batavia (s).	Adamson, Bell & Co.	Oct. 24, at noon.

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
BRINDISI, GENOA,ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTI PORTS;ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LOGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON SUNDAY, the 27th day of October,
1889, at 10 a.m., the Company's
Steamship *NECKAR*, Captain Surman,
with MAITS, PASSENGERS, SPEOPLE,
and CARGO, will leave this port as above,
calling at Genoa.

Shipping Orders will be granted till
10 a.m. Cargo will be received on board
until 1 p.m. Speople and Parcels until 10
a.m. on the 26th October. (Parcels are
not to be sent on board; they must be
left at the Agency's Office.) Contents and
value of Packages are required.

The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.
For further Particulars, apply to
MELOERS & Co.,
Agents.

Hongkong, September 30, 1889. 1836

Intimations.

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE.

SHIPMASTERS AND ENGINEERS are
respectfully informed that, if upon
their arrival in this Harbour, NONE of
the Company's FOREMEN should be at
hand, Orders for REPAIRS if sent to the
Hulk Office, No. 14, P. Rays Central, will
receive prompt attention.

In the Event of Complaints being found
necessary, Communication with the Under-
signed is requested, when immediate steps
will be taken to rectify the cause of dis-
satisfaction.

D. GILLIES,
Secretary.

Hongkong, August 25, 1885. 1488

CHAS. J. GAUPP & Co.,

Chronometers, Watch & Clock Makers,
Jewellers, Gold & Silversmiths.NAUTICAL SCIENTIFIC AND
METEOROLOGICAL
INSTRUMENTS.VOIGTLANDER'S CELEBRATED
BINOCULARS AND TELESCOPES.RITCHIE'S LIGHT AND OTHER COMPASSES.
ADMIRALTY & IMRAY CHARTS,
NAUTICAL BOOKS.English SILVER & ELECTRO-PLATED WARE.
Christofle & Co.'s ELECTRO-PLATED WARE.
GOLD & SILVER JEWELLERY
in great variety.

DIAMONDS

A Splendid Collection of the Latest LONDON
PATTERN, at very moderate prices. 742

Vol. XXVII.—No. 1.

'CHINA REVIEW'

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Our Jobbing Department

HAVING just been REPLENISHED
with a large assortment of the latest
EUROPEAN and AMERICAN NOVELTIES,
we are prepared to execute orders for
FANCY WORK with neatness and despatch,
and at very moderate rates.

CHINA MAIL OFFICE.

The Overland China Mail.

A WEEKLY JOURNAL FOR THE HOME MAIL.

IS PUBLISHED to suit the Departure
of each ENGLISH and FRENCH MAIL
Steamer for Europe. It contains special
Commercial intelligence, shipping tables of
Shipping, and other information. The
various Reports of Courts and Meetings, and
all other news, are given in full as
they appear in the Daily Press.

The Overland China Mail, by the con-
tinuance of its form and the accuracy and
fulness of its reports, had long been popular
with residents who wish to send home a
weekly budget of the news of Hongkong
and the Far East. Circulating, as it does,
among nearly all the old China hands
at home and also among residents at the
Treaty Ports and in the interior, it offers
special advantages to advertisers.

The Overland China Mail will be regularly
posted from the China Mail Office to sub-
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SUBSCRIPTIONS:
Per Annum, ... \$12.00, postage, ... \$1.00
" Quarter, ... 3.00, " ... 0.25
" Single, ... 0.30.

China Mail Office, Hongkong.

Intimations.

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FIRST CLASS WORKMANSHIP.

MODERATE FEES.

MR. WONG TAI-FONG,

Surgeon Dentist,
(Formerly Assisted Apprentice and Last-
year Assistant to Dr. ROGERS.)

At the urgent request of his European
and American patients and friends,
has TAKEN THE OFFICE formerly oc-
cupied by Dr. ROGERS.

No. 2, DUDELL STREET.

CONSULTATION FREE.

Discount to missionaries and families.

Sole Address.

2, DUDELL STREET,
(Next to the New Oriental Bank.)

Hongkong, January 12, 1885. 66

BOARD AND RESIDENCE.

COMFORTABLE HOME
FOR SINGLE GENTLEMEN.

MODERATE TERMS.

Mrs. KJELLER,
Proprietress.

Hongkong, July 15, 1889. 1376

THE CHINA & JAPAN TELEPHONE
COMPANY, LIMITED.

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ting, Dr. W.

3.—Camille, Dr. J. J. Residence.

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26.—Holliday, J. F.

27.—Peak Hotel.

28.—Peak Hotel & Trading Co., Craigoburn
Co.—China Borneo Co., Ltd., Steam Saw
Mill.

31.—Gibb, Livingston & Co.

32.—Hongkong Hotel, Public Telephone.

33.—Hancock, W. St. John H. & Co.

34.—Cluckhank, W., Victoria Dispensary.

35.—Brodie, W., Residence.

36.—Ah Yee & Co.

37.—Linstead & Davis.

38.—Foster, F. T. P.

39.—The Borneo Company, Limited.

40.—Adamson, Bell & Co.

41.—Dodwell, F.

42.—Jordan, Dr. G. P., Residence.

43.—Government House.

44.—Hughes & Egan.

45.—Bellics, E. R., King'sclere.

46.—Bellics, E. R., Peak.

47.—Carlowitz & Co.

48.—Imports & Exports Office.

49.—Morris & Bay.

50.—Layton, B., Residence.

51.—Judd, W.

52.—Webster, J. F.

53.—Hartigan, Dr. W.

54.—Victoria Hotel, Public Telephone.

55.—Sey Shing.

56.—Davis Bros. of China, Ltd.

57.—Stevens, Geo. R., & Co.

58.—Stevens, Geo. R., Residence.

59.—Stevens, Geo. R., Residence.

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76.—Stevens, Geo. R., Residence.

77.—Stevens, Geo. R., Residence.

78.—Stevens, Geo. R., Residence.

79.—Stevens, Geo. R., Residence.

80.—Stevens, Geo. R., Residence.

81.—Stevens, Geo. R., Residence.

82.—Stevens, Geo. R., Residence.

83.—Stevens, Geo. R., Residence.

84.—Stevens, Geo. R., Residence.

85.—Stevens, Geo. R., Residence.

86.—Stevens, Geo. R., Residence.

87.—Stevens, Geo. R., Residence.

88.—Stevens, Geo. R., Residence.

89.—Stevens, Geo. R., Residence.

90.—Stevens, Geo. R., Residence.

91.—Stevens, Geo. R., Residence.

92.—Stevens, Geo. R., Residence.

93.—Stevens, Geo. R., Residence.

94.—Stevens, Geo. R., Residence.

95.—Stevens, Geo. R., Residence.

96.—Stevens, Geo. R., Residence.

97.—Stevens, Geo. R., Residence.

98.—Stevens, Geo. R., Residence.

99.—Stevens, Geo. R., Residence.

100.—Stevens, Geo. R., Residence.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, denoting at

Green Island. Vessels near the Hongkong shore are marked "near the Hongkong shore", and those in the body of the

Shipping of midway between each shore are marked "in conjunction with the figures denoting the sections.

- Section.
1. From Green Island to the Sea Works.
 2. From Sea Works to Jardine's Wharf.
 3. From Jardine's Wharf to the Harbour Master's Office.
 4. From Harbour Master's Office to the P. & O. Co.'s Office.
 5. From P. & O. Co.'s Office to Peddar's Wharf.
 6. From Peddar's Wharf to the Naval Yard.
 7. From Naval Yard to Blue Buildings.
 8. From Blue Buildings to East Point.
 9. From East Point to North Point.
 10. From North Point to Kowloon Wharves.
 11. Jardine's Wharf.

Vessel's Name.	Flag and Reg.	Tons.	Date of Arrival.	Discharge or Agents.	Destination.	Remarks.
Steamers.						
Admiral	3	h	1805	Oct. 10	Arnhold, Karberg & Co.	Hoihow, &c.
Admiral	3	h	1805	Oct. 10	Takasaki College	
Admiral	3	h	1805	Oct. 10	Morris and Ray	Amoy
Admiral	3	h	1805	Sept. 15	Adamson, Bell & Co.	Vancouver (B.C.)
Admiral	3	h	1805	Sept. 28	P. M. S. S. Co.	San Francisco
Admiral	3	h	1805	Sept. 28	Melchers & Co.	
Admiral	3	h	1805	Oct. 8	Vanada Steamship Co.	Amoy and Tamsui
Admiral	3	h	1805	Oct. 8	Waller & Co.	Seigon
Admiral	3	h	1805	Oct. 10	C. M. S. N. Co.	Shanghai
Admiral	3	h	1805	Oct. 9	Mitsi Bishi	Kanohinozu
Admiral	3	h	1805	Oct. 9	O. S. N. Co.	Amoy
Admiral	3	h	1805	Oct. 9	O. S. N. Co.	San Francisco
Admiral	3	h	1805	Oct. 10	Hop King Hong	
Admiral	3	h	1805	Sept. 28	Hing Fat Hong	Bangkok
Admiral	3	h	1805	Sept. 28	Chunso	
Admiral	3	h	1805	Sept. 15	H. K. & W. Drek Co.	
Admiral	3	h	1805	Oct. 10	Adamson, Bell & Co.	
Admiral	3	h	1805	Oct. 9	Edwards Schellhass & Co.	Chafoo & Nchwang
Admiral	3	h	1805	Oct. 9	Jarman, Matheson & Co.	Calcutta, &c.